

THOMAS  
PATENT

SAFETY  
BAGGAGE  
CHECK

G. F. THOMAS  
90.92 & 94  
GRAND ST.  
NEW YORK.

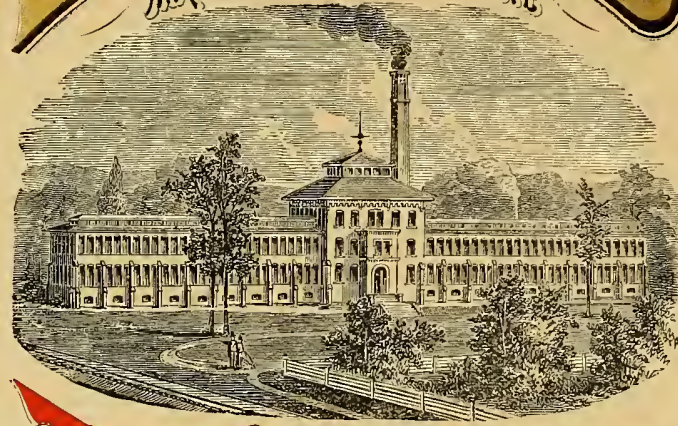
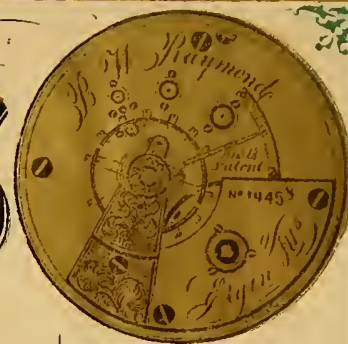






# ELGIN WATCHES

MANUFACTURED BY THE



## CALENDAR 1871

### JANUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	.	.	.	.

### FEBRUARY

S	M	T	W	T	F	S
.	.	.	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	.	.	.	.

### MARCH

S	M	T	W	T	F	S
.	.	.	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	.

### APRIL

S	M	T	W	T	F	S
.	.	.	.	.	.	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	.	.	.	.	.	.

### MAY

S	M	T	W	T	F	S
.	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	.	.	.

### JUNE

S	M	T	W	T	F	S
.	.	.	.	.	.	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	.	.	.	.	.	.

## CALENDAR 1871

### JULY

S	M	T	W	T	F	S
.	.	.	.	.	.	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	.	.	.	.	.

### AUGUST

S	M	T	W	T	F	S
.	.	.	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	.

### SEPTEMBER

S	M	T	W	T	F	S
.	.	.	.	.	.	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	.	.	.	.	.	.

### OCTOBER

S	M	T	W	T	F	S
.	.	.	.	.	.	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	.	.	.	.	.

### NOVEMBER

S	M	T	W	T	F	S
.	.	.	.	.	.	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	.	.	.	.	.	.

### DECEMBER

S	M	T	W	T	F	S
.	.	.	.	.	.	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	.	.	.	.	.

The attention of Watch buyers is called to the fact that the Elgin Watches now offered have, with other improvements, a new

### PATENT DUST EXCLUDER,

so constructed as to enclose the works, and form a protection against dust, enabling the movement to remain in order without cleaning double the time that a Watch will ordinarily run without this protection.

The Company feel confident, after having had their Watches three years in market, and selling many thousands of them in all parts of the country, that the *Elgin Watches* are the best time-keepers, for Ladies' or Gentlemen's use, now offered to the American public.

### OVER FIVE HUNDRED DEALERS,

in various parts of the land, have unreservedly endorsed them. They are in use upon numerous lines of Railway, including the *Union Pacific* and the *Pennsylvania Central*, and officers of these roads, with other prominent R. R. officials, endorse them as the best Watches for the use of R. R. employes and travelers yet introduced. Specimens of these testimonials are presented:

NEW YORK CENTRAL RAILROAD, GENERAL SUPERINTENDENT'S OFFICE, ALBANY, March 26, 1870.

T. M. AVERY, Esq., Pres't National Watch Co., Chicago:

DEAR SIR: In answer to your inquiries as to the Watch I have of your manufacture, I would say that I have carried it some four months, and find it a good, reliable time-keeper. The movements seem perfect; it runs regular, and I see no difference in its register of time whether I carry it about me in the office or when traveling by trains. I do not hesitate to recommend them as reliable Watches, with perfect works, running with great accuracy, and well adapted for use of railroad men or others that wish good watches—besides, they are the production of our own country's mechanics, and that, together with their merit as time registers, should certainly give them preference over imported Watches, however good the reputation of foreign makers may be.

Yours truly,

J. TILLINGHAST.

PENN'A R. R. Co., GEN'L SUPT' OFFICE, ALTOONA, Jan. 19, 1870.

T. M. AVERY, Esq., Pres't National Watch Co., Chicago:

DEAR SIR: This Company has purchased and put in the hands of its engine-men, eighty "Raymond movements," which have given excellent satisfaction and proved to be very reliable time-keepers. In addition to these, quite a number of Elgin Watches have been purchased by officers and employes of this Company, all of whom have been well pleased with the efficiency and regularity of the movements manufactured by the National Watch Company.

Respectfully,

EDWARD H. WILLIAMS, General Supt.

Various grades and prices made to suit different tastes. No movements retailed by the Company. Call on your Jeweler and ask to see the Elgin Watches. Business Offices and Salesrooms National Watch Company,

No. 1 Maiden Lane, New York, and  
127 & 129 LAKE ST. CHICAGO.



Awarded Prize Medals at World's Fair, London; World's Fair, New York; Exposition Universelle, Paris.

## HERRING'S

# New Patent Champion Banker's Safe.

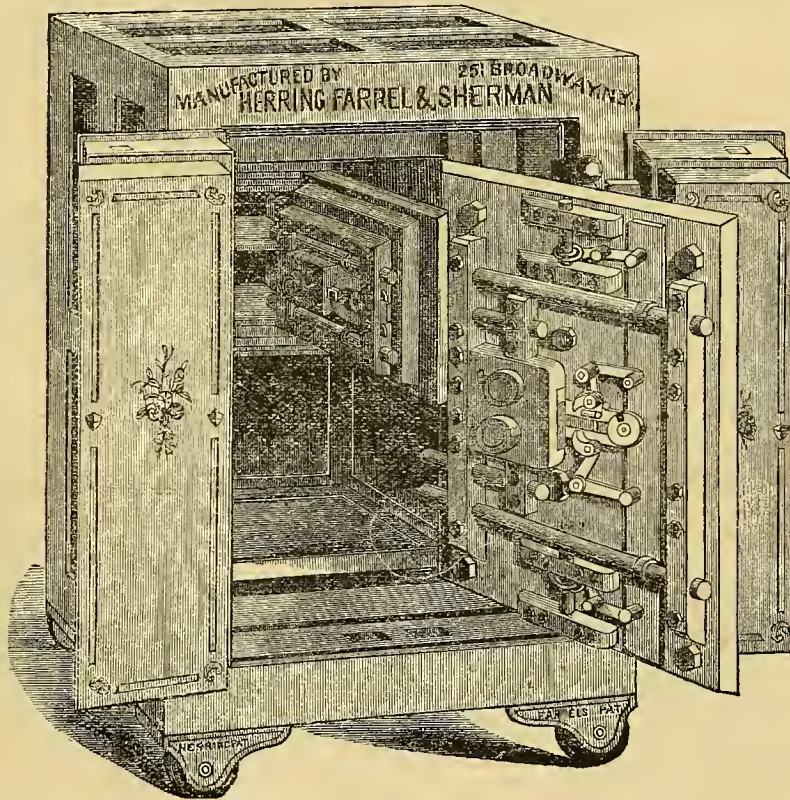
FIRE-PROOF! DRILL-PROOF!! WEDGE-PROOF!!! BURGLAR-PROOF!!!!

Made of Wrought-Iron and Steel, and the new metal, "SPIEGEL EISEN,"

With Patent Rubber Flange Protection against Nitro-Glycerine.

THE BEST RESISTANT  
TO  
DRILLS AND CUTTING-TOOLS

Now Manufactured.



MADE WITH  
AND ALL OUR  
LATE IMPROVEMENTS.  
WEDGE-PROTECTED JOINTS AND LAPS,

Herring, Farrel & Sherman, 251 Broadway, New York.

Factory, Block bounded by Hudson Street and Ninth Avenue, and Thirteenth and Fourteenth Streets.

Farrel, Herring & Co., 807 Chestnut St., Philadelphia.

Factory, Fifteenth and Willow Streets, Philadelphia.

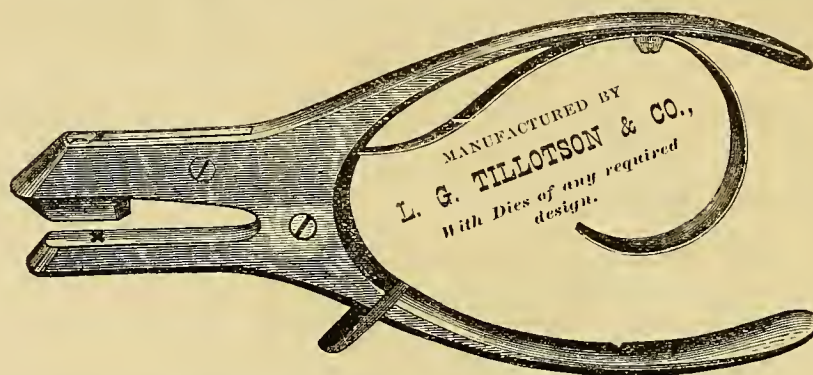
Herring & Co., 40 State Street, Chicago.

Factory, Fourteenth Street, and Indiana Avenue, Chicago.

Herring, Farrel & Sherman, 53 Camp St., New Orleans.

**L. G. TILLOTSON & CO.,**

**No. 8 Dey Street, New York,**



CONDUCTOR'S NOVELTY PUNCH. ALL PUNCHES NICKEL-PLATED.

MANUFACTURERS, IMPORTERS, AND DEALERS IN

**RAILWAY AND TELEGRAPH MACHINERY AND SUPPLIES**

*OF EVERY DESCRIPTION.*

**RAILWAY CAR FINDINGS,**

INCLUDING

Upholstering Goods, Rubber Springs, Gilt Mouldings, Seat Springs, Car Ventilators, Locks, Lamps, Lanterns, Head-Lights, Oils, Steam Gauges, Brass, Copper and Iron Flues, Nuts, Washers, Bolts, Wrenches, Files, Locomotive Gongs, Steel Tire, Belting, Hose, Cotton Waste, Steam Packing, Hydraulic Jacks, Conductor's Punches, and every description of Engine and Car Supplies.

ALSO AGENTS FOR THE

**THOMAS PATENT SAFETY BAGGAGE-CHECK.**

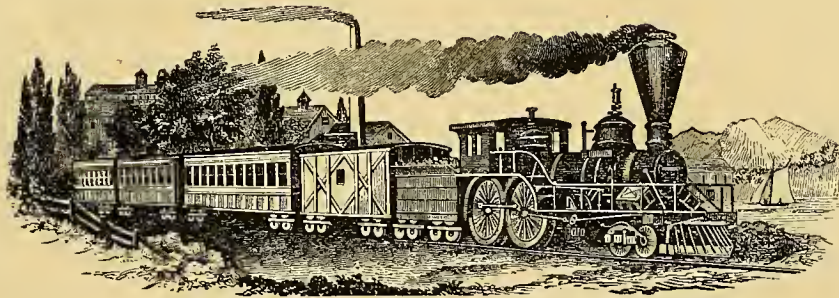


**THOMAS'**

**PATENT SAFETY**



**BAGGAGE CHECK.**



**G. F. THOMAS,**

**Nos. 90, 92 and 94 GRAND STREET,**

**NEW YORK.**

THE  
**THOMAS PATENT SAFETY**  
**Baggage Check**

Has become well and favorably known during the past three years. It is now used in nearly every section of the country, in every State of the Union. From Maine to Texas and California; from Canada to Florida, every piece of baggage to which it is attached is ensured prompt and accurate delivery. The officers of every railroad upon which it is in use speak of it in the highest and most flattering terms. Its great success, we are pleased to state, is due not only to its superior merits alone, but also to the intelligent, unprejudiced minds of the officers of those roads who have given it a fair and impartial trial. In these days of competition, only that which possesses superior merit within itself can expect or hope to succeed, and if there is any body of men in the world competent to judge of the merits of any invention which may be brought to their attention, it is the practical, intelligent railroad men of the United States, and it is to their judgment, their unbiassed, unprejudiced, reflective, practical minds, the inventor of the "**THOMAS SAFETY BAGGAGE CHECK**" is willing to submit. The universal verdict of approbation awarded to this Check, by the practical railroad men of the country, upon whose roads it is at this time in use, speaks louder in its praise, and more earnestly, than any comments from us. It is pronounced by the officers of every railway upon which it is in use not only a complete success, but a laudable triumph over all other checks and systems of checking baggage. In evidence of which, we presume it is merely necessary for us to direct the attention of the officers of those roads upon which it is not already in use to the host of commendations received from those officers upon whose roads it is and has been in use during the past three years.

## To Railway Officers.

---

EVERY practical railroad man readily perceives the advantages to be gained by substituting a simple and efficient system for the present complicated and imperfect manner of checking baggage. The officers of over sixty of the best-managed roads of the country state that all delay, miscarriage, and loss of baggage is obviated by the use of the "Thomas Patent Safety Baggage-Check," and system of checking baggage. A road adopting it can check to any place whatever that may be reached *via* its route, whether they are able to ticket to the place or not. Hence the passenger is never compelled to have his baggage rechecked, and, consequently, there is never any delay on account of baggage *via* that route, a fact quickly appreciated by the traveler, who would be sure to select that route wherein there was no possibility of his baggage being lost or miscarried. It is universally admitted to be practically impossible to perfect any system with checks now in use except by the Thomas Patent.

As we have time and again stated, and now repeat, and the statement is confirmed by the evidence of the practical officers of over sixty of the best-managed roads of the country, that both for *local and through business* the "Thomas Safety Baggage-Check" has no equal. In fact, it is so perfect and simple that a piece of baggage with this check attached to it *must go to its place of destination*.

An officer of one of our principal roads writes as follows in reference to the "Thomas Safety Baggage-Check:"

"I profess to be a practical railroad man—have gone from the bottom to my present position—and am satisfied, after a practical use of the 'Thomas Safety Baggage-Check,' that, both for *local and through business*, it has no equal, and were it not for the deep-rooted prejudices of certain parties connected with some of the leading roads of the country, the 'Thomas Baggage-Check' would this day be in use on nearly every road, as they can be used wherever checks are needed. They are cheaper, more satisfactory, less complicated, and better adapted to the business than any other check I ever met with. With other checks and systems of checking baggage, the checks are frequently running out, and necessitating constant telegraphing for more checks, at great inconvenience to both the railroad and the traveler. The Thomas Check is *always on hand*, saving all annoyances. I could write pages showing the trouble and vexations arising from the use of the old-style reversible check, which are wholly unknown with the Thomas Check. Can't you, by statements and figures, so bring it home to those in authority who do not wholly understand the working in detail, so that they will plainly see its many advantages and unequaled excellence?"

---

## \$37,600 saved by using the Thomas Check.

THE attention of railway officers, and all interested in the economical management of the railways of the United States and the Dominion of Canada, is directed to the following communication addressed to W. R. Barr, Esq., General Passenger Agent of the Erie Railway, in answer to the question in reference to the comparative merit and cost of the "Thomas Patent Improved Railroad Baggage-Check," and the old-style reversible check. As the checking of baggage is daily becoming a matter of considerable importance to the railway and traveling community, both as regards the cost of checks, and the safe transmission of baggage to its place of destination, we trust that the subject will receive



the attention and consideration which it so much requires, especially in reference to the *immense amount of money* which the railroads of this country have paid and are daily paying out for baggage-checks, and must continue to do, so long as they adhere to the old style of checks and checking of baggage:

NEW YORK, September 20, 1869.

**W. R. BARR, Esq.,** *General Passenger Agent New York and Erie Railway:*

DEAR SIR: In comparing the Thomas Check with the Reversible, I would call your attention to them first as a local check. A road of 30 stations will require about 50 Thomas Checks at each station, which is 1500, and 50 tickets at every station on the road, or 43,500. This number of checks and tickets will completely systematize the business, so that baggage can be checked from any station to any other station.

Of the reversible checks, there will be 435 different kinds, and 50 of each kind will make it 21,750, nearly fifteen times as many as of the Thomas Check. At each station there will be 29 different checks, thereby complicating the business materially; and if any one of the 29 runs out there is no way of checking to that particular station (there being at the same time plenty for other places); whereas, if a single Thomas Check is on hand, it can be used wherever desired. The cost compares:

Thomas Check, 1500, at 25 c. ....	\$375 00	
Thomas's Tickets, 43,500, at \$1.50 .....	65 25	
		\$440 25
Reversible Check, 21,750, at 16c. ....		3,480 00
Leaving balance in favor of the Thomas Check of .....		\$3,049 75

This great outlay is absolutely necessary to make the Reversible compare with the Thomas Check in effectiveness; but even then it is incomparably more complicated; and these two great objections, cost and want of simplicity, have been insurmountable, and there is not at the present day, to my knowledge, a single road in the country using the Reversible Check for their whole local baggage business; nor do I believe it practicable to do so.

The greater number of stations a road has, the more unfavorable will the comparison be for the Reversible Check. For instance, a road of fifty stations will require

Of the Thomas Check, 2500, at 25c. ....	\$625 00	
Of the Thomas Tickets, 125,000, at \$1.50 .....	187 50	
		\$812 50
Of the Reversible Check, 61,250, at 16c. ....		9,800 00
Difference in favor of Thomas Check .....		\$8,987 50

Again, a road of 100 stations will require

Of the Thomas Check, 5,000, at 25c. ....	\$1,250 00	
Of the Thomas Tickets, 500,000, at \$1.50 .....	750 00	
		\$2,000 00
Of the Reversible Check, 247,000, at 16c. ....		39,600 00
Difference in favor of the Thomas Check .....		\$37,600 00

It is at once seen, when, as in this last instance, there are a great many stations, how absurd it would be for any large road to attempt to introduce the reversible check to transact its local business with. And it is quite plain why no road has ever adopted it fully; for, with the above great number, there would be but 50 of each kind, or 4940 different kinds.

As a through check, its merits equal if they do not surpass it as a local.

The competition between the different lines makes it desirable to ticket to as many places as possible, and *via* many routes. To be able to check baggage in the same way is perhaps a greater advantage; for, when not "checked through," the inconvenience of rechecking baggage is much greater than the purchase of another ticket.

When a road adopts the "Thomas Check" it is prepared to check to any place desired, and *via* any route by simply using a ticket with the route printed upon it in one of the checks. With the Reversible it is very different. There must be a number of different checks for every place. The baggage-rooms in every large city, the walls being covered with hooks, each hook holding its particular bunch of checks, show in the plainest manner the great number and kinds of checks needed to do the business; and with many of the older roads, the number thrown out of use exceeds that at present required. Very many of the checks are seldom used, but still a supply must be kept on hand in case of necessity.

None of the "Thomas Checks" need ever be thrown aside; all can be kept in general use.

As a "Through Check" the cost will compare as in the preceding cases of local checks. The greater the business, the more favorable will the comparison be for the "Thomas Check."

Respectfully,

G. C. THOMAS.



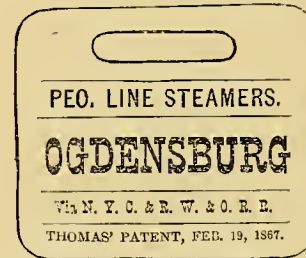
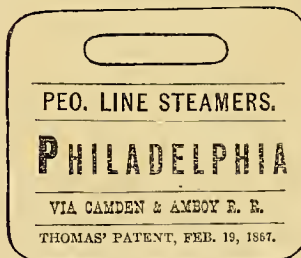
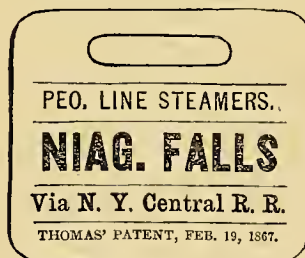
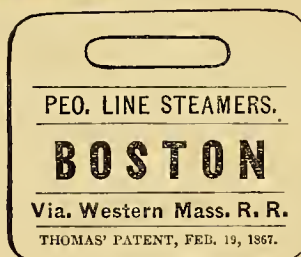
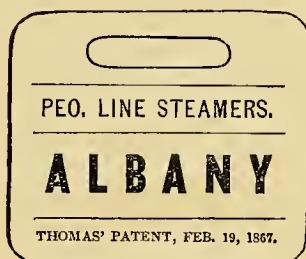
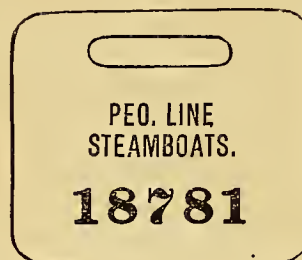
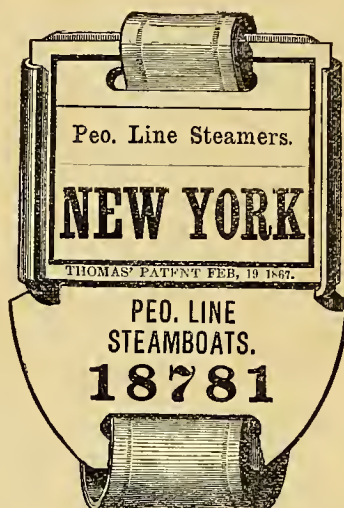
The foregoing communication was published in the *Courier-Journal*, of Louisville, October 6th, at which time the General Ticket and Passenger Agents connected with the railways of the country held their semi-annual convention. The remark was made that the comparison between the old-style reversible check and the "Thomas Improved Safety Baggage-Check" was not fair or just; as no road in the country professed to bring the checking of baggage to such a state of perfection as the "Thomas Check" professed to do.

In reply to the above remark, Mr. Henry Steffee, General Ticket Agent of the Louisville, Cincinnati and Lexington Railroad, said: "The comparison is both fair and just. We have been using the 'Thomas Check' on our road for some time past. It has reduced the checking of baggage to a perfect system, which no other check or system of checking can do." Which statement was confirmed by the General Baggage Agent of the line, as also by the Station Agent at Louisville.

The inventor of the "Thomas Check" says: "These two great objections, (to the old reversible check,) *cost and want of simplicity*, have been insurmountable; and there is not at the present day, to my knowledge, (which, during the past month, we ascertained to be a fact while traveling through the West and South,) a single road in the country using the reversible check for their whole local baggage business; nor do I believe it practicable to do so." And yet, notwithstanding we have for three years, and do now, positively and unequivocally assert that the *Thomas Patent Safety Baggage-Check* has reduced the checking of baggage to a perfect system, which statement is confirmed by the officers of thirty roads, there are those who will continue to adhere to the old expensive system, *regardless of cost*.

Another very important fact to be taken into consideration is, the large number of baggage-checks which must necessarily accumulate by the use of the old style of checks and system of checking baggage. *Tens of thousands of checks are at this time lying idle and useless in the various baggage-rooms throughout the United States, and tens of thousands more must necessarily be constantly added to them* by continuing the use of the old style of check and adhering to the old system of checking baggage. A brass manufacturer informed us that he was selling a check-manufacturer in the city of New York *tons of brass for railroad checks*. Who pays for those checks? Every road that pays *nine thousand six hundred dollars* for baggage-checks, when a better check and better system can be had to do the business much better for *two thousand dollars*. Again, we have been told that no road professes to bring the checking of baggage to such a state of perfection as can be done by the "Thomas Check." If such is the case, and we will take the gentleman's word for it, why not at once abandon an imperfect and adopt a perfect system of doing the business? It is certainly very singular for any person in this age of progress to confess that their system of doing business is imperfect, and object to adopt one superior in every respect—one which will reduce the whole business to a perfect system.

# People's Lines Steamboats.



THE attention of railway officers is directed to the following from the People's Line of Steamboats, running between New York and Albany, connecting with the Express Trains on the New York Central, Rensselaer and Saratoga, Albany and Susquehanna, Albany and Boston, and the lines of railroad between Philadelphia, Baltimore, Washington, &c. The officers of this line of Steamboats were very careful in investigating the various claims of the different Baggage-Checks and, as will be perceived, after a thorough investigation, together with practical demonstration, give the following result of their experience :

OFFICE OF PEOPLE'S LINE OF STEAMERS, NEW YORK.

G. F. THOMAS, ESQ., *Editor Appletons' Railway Guide :*

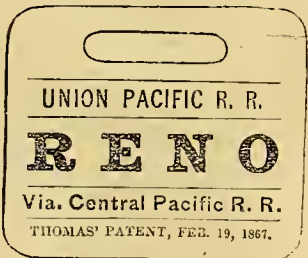
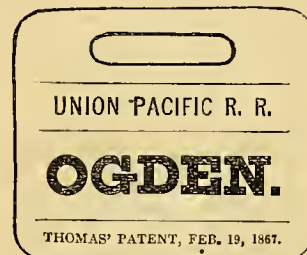
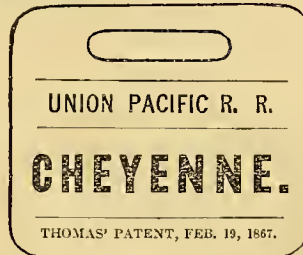
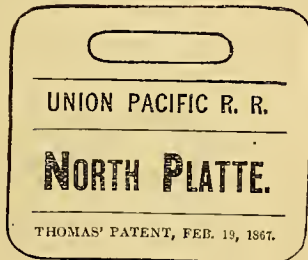
DEAR SIR : We cheerfully add our testimony in reference to the superiority of the "Thomas Baggage-Check" over all others. Our Baggage-Master informs us that it has no equal as regards surety, safety, and reliability. We are using it with our connecting lines of railroad, and it has reduced the checking of baggage to so perfect a system that thus far we have not had a single complaint in reference to baggage having been lost or miscarried. We therefore recommend its use to all Railroad and Steamboat Lines that are in want of a safe, sure, and reliable Baggage-Check.

Yours truly,

JNO. C. HEWITT, *General Ticket Agent.*



# Union Pacific Railroad.



PEOPLE'S LINE OF STEAMERS, NEW YORK, June 15, 1870.

G. F. THOMAS, Esq., 90, 92 & 94 Grand Street, New York :

DEAR SIR : We have used the " Thomas Safety Baggage-Check " over two years, both for *local* and *through business*—for our through business principally—and we consider the system not only the best, but the only one for the checking of baggage, and were it in general use upon every railroad and steamboat in the country there would be no complaints of lost baggage. From over two years' experience I am satisfied that too much cannot be said in its favor. I am also fully convinced that it is the only check which combines the true principle of checking baggage, both as a through and local check.

Respectfully yours.

DAVID MOUNTAIN, *General Baggage Agent.*

W. Snyder, late General Superintendent of the Union Pacific Railroad, says :

" I take pleasure in stating that we have given the ' Thomas Safety Baggage-Check ' a thorough trial on our road, and have had no difficulty with baggage since its adoption, and, in the opinion of all interested, it is by far the best system for checking baggage ever invented."



UNION PACIFIC RAILROAD, OFFICE OF THE GENERAL BAGGAGE AGENT, OMAHA.

G. F. THOMAS, Esq., New York :

DEAR SIR : The additional station-tickets received. I have had an experience of eighteen years in the baggage business, and must say that with all my experience in checking baggage, I have never before met with any system which equals yours in the safe transmission of baggage. We have not had any complaint of lost baggage on the Union Pacific since its adoption, and we now consider that we have the best system of checking baggage there is on the continent. Your check obviates the necessity of pasting the names of stations, and defacing the traveler's baggage with chalk-marks, which has always been very objectionable.

Yours truly,

H. T. CLARK, *General Baggage Agent.*



J. M. Toucey, Esq., General Superintendent of the Hudson River Railroad, says :

"We are satisfied with the working of the 'Thomas Improved Baggage-Check,' and recommend it to all in want of checks."

In addition to the above, the late Baggage-Master of the road says :

"The 'Thomas Baggage-Check' has been in use on our road since April, 1867, and during the traveling season between New York and the principal stations, and Saratoga, *not a single mistake or miscarriage was made in the transmission of baggage.* Such a thing never was known before, since I have been connected with the road, which is over six years ; and I have never, in the course of my experience, met with a baggage-check so reliable in every respect.

"W. L. ROBINSON, *Baggage-Master.*"



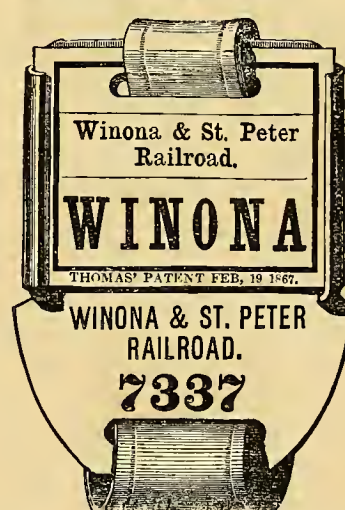
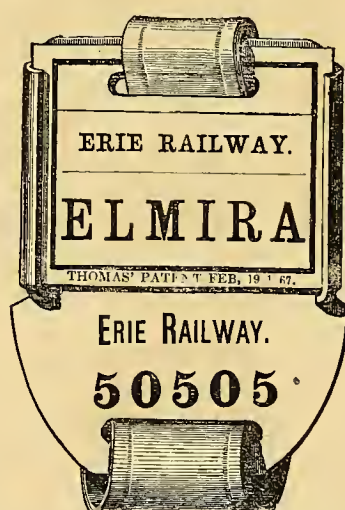


MORRIS AND ESSEX RAILROAD COMPANY, OFFICE OF SUPERINTENDENT, HOBOKEN, N. J.

G. F. THOMAS, ESQ. :

DEAR SIR : Having used your Check upon our road since March, 1867, we take pleasure in recommending it as the best Railway Baggage-Check that we have ever met with. It is not only the best Baggage-Check in practical operation, so far as the safe transmission of baggage from place to place is concerned, but it also simplifies the general baggage business, that any person of the most ordinary capacity can attend to it. During the time it has been in use on our road, it has paid for itself over and over again, not only so far as dollars and cents are concerned, but also as regards its absolute certainty in reference to the safe transmission of baggage on time, as the use of this Check leaves nothing to chance. We do, therefore, without the least hesitancy, recommend its use to any railway company, being fully satisfied, after the most thorough trial, that, for a safe, reliable Railway Baggage-Check, it has no equal ; and, were it at this time in use upon every road in the country, the checking of baggage would not only be reduced to a perfect system, but would also be the means of saving railroad companies fully one half of the present cost of conducting the baggage business.

S. SCHOCH, *Sup't M. & E. R. R.*



THE attention of railroad and railway officers is directed to the following from Mr. S. E. Mayo, the General Ticket Agent of the Albany and Susquehanna Railroad. Mr. Mayo has, through the instrumentality of this Check, saved the line represented by him hundreds of dollars, as he remarks : " If we should discontinue our connection with any route, the ' Thomas Check ' is not lost or become useless, as is the case with the old style of checking baggage, but, with the cards, they become available elsewhere." Railroad officers will please bear in mind, not a single one of the " Thomas Safety Baggage-Checks " becomes useless, but can at once be transferred to any or every connecting road in the country—an advantage which the old superannuated check never did have nor ever can possess.





In one minute of time we can show any Superintendent or other officer of any road how easily this check accommodates itself as a *through check* upon any line in the country, and in the most simple manner. Mr. Mayo writes as follows:

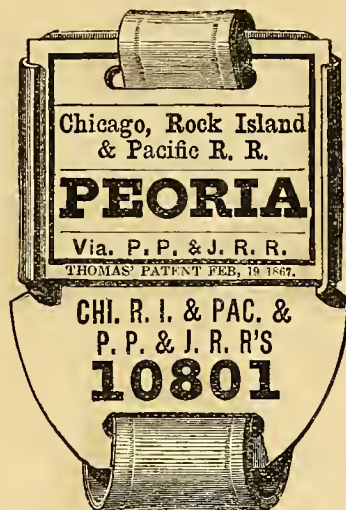
"In reference to the 'Thomas Safety Railroad Baggage-Check,' it has no equal; and if I were not thoroughly convinced, by personal experience, that it merits all and more than is claimed for it, I would not speak so highly in its favor. As you are aware, we have recently added a large number of *through tickets* to our stock—with the Erie Railway, alone, some thirty-eight different forms. With the old style of checking baggage I should have been compelled to buy not less than thirty-eight hundred checks for those thirty-eight stations, which is obviated by the use of the Thomas system of checking baggage. Instead of covering the whole side of my baggage-room with thirty-eight hundred different forms of baggage-checks, I simply add 38 forms of station-cards to my collection, in a thirty-inch case, alongside of which are my brass checks for any station



designated by card. Another great advantage possessed by this check over the old style is, if we should discontinue our connection with any route, the Thomas Check is not lost or become useless, as is the case with the old style of checking baggage, but, with the cards, they at once become available elsewhere. Experience daily convinces me that the Thomas Check *is the only economical, systematic, and safe check in use*, and that it will not be possible much longer for its opposers to close their eyes upon its many great advantages over all other checks and systems of checking baggage, and it must ultimately commend itself to any and all who are not too prejudiced to give it a fair trial. I therefore recommend it with perfect confidence to all railroad companies as the best baggage-check in use for both local and through travel."

We would add, in conclusion to the above from Mr. Mayo, that the cost of the old style of brass check, for the thirty-eight stations, at sixteen dollars per hundred, would be five hundred and twelve dollars; the cost of the cards for the Thomas Check, which the road has on hand and in use—as the



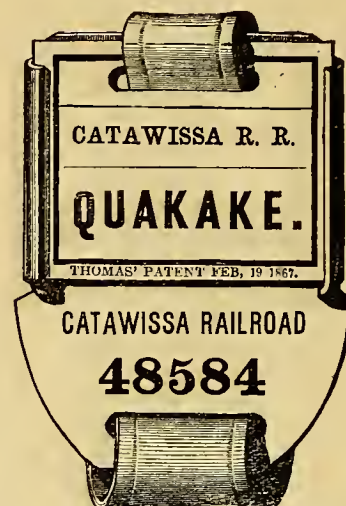
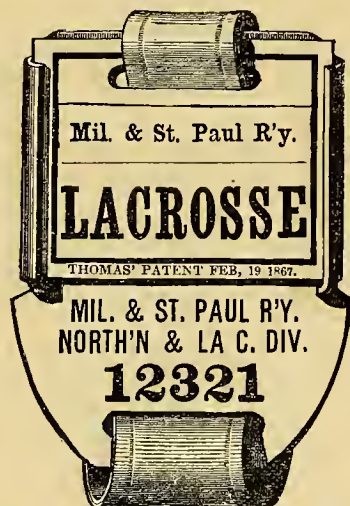


check is sent to any and every station—would be, at one dollar and fifty cents per thousand (*not hundred,*) say forty thousand, sixty dollars, a saving, on thirty-eight stations, of four hundred and fifty-two dollars. Another and very important thing to be taken into consideration is, that baggage can be sent to any part of the United States and the Canadas with the traveler, with unerring certainty, and every check can be used from every station on any road, or any line of road, to any other station on any other line of road upon which tickets are sold ; as per example : a passenger, with his baggage, can be sent from the Fifth Avenue Hotel, New York, to San Francisco, California, and his baggage checked—provided he purchases his tickets for that point—and the same check can be returned to New York, or any other place, on another piece of baggage, an advantage possessed by no other check or system of checking baggage.



THE following, from the Chicago, Rock Island and Pacific Railroad, in reference to the practical working of the "Thomas Improved Safety Railroad Baggage-Check" on that important line of railway, is certainly deserving of the attention of all interested in the safe transmission of baggage. Some time since, when this road was finished to Des Moines, the officers were satisfied that the former method of checking baggage with the old style of check was not safe, and it was not advisable to continue using it if a better check could possibly be found. They therefore wrote to all the baggage-check manufacturers in the country, requesting a sample of their different styles of checks to be sent them.





After a long and careful investigation, they concluded to give the "Thomas Improved Safety Check" a trial, and the following communication gives the result of their experience :

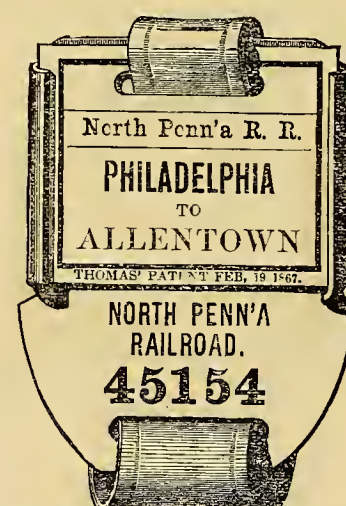
CHICAGO ROCK ISLAND AND PACIFIC RAILROAD COMPANY, }  
OFFICES OF THE TICKET AND PASSENGER DEPARTMENTS. }

G. F. THOMAS, ESQ., *Editor Appletons' Railway Guide, New York :*

DEAR SIR : Your "Patent Baggage-Check" is in use on the entire line of this road, and gives universal satisfaction. We are fully convinced that the selection we made was a wise one, and do not hesitate to recommend it to all railroad companies in want of a sure, safe, and reliable check. It can have no superior, and we have seen nothing yet that in any way compares with it. We have had no trouble since its adoption.

Yours truly,

E. ST. JOHN, *General Ticket Ag't.*



BELVIDERE, DELAWARE AND FLEMINGTON RAILROAD, }  
OFFICE OF GENERAL TICKET AGENT, LAMBERTVILLE, N. J., Oct. 24, 1868. }

G. F. THOMAS, ESQ. : The Thomas system of checking baggage works to our entire satisfaction. No failure in the transmission of baggage since we commenced its use, over a year ago. The Baggage-Masters are pleased with them, and I am well satisfied they are the best baggage-check in use, and better calculated to perform the various duties of both local and through business than any or all other baggage-checks I have ever seen. Every check is, or has been, kept in constant use since we first commenced using them ; and, so far as certainty, simplicity, and economy are concerned, they have no equal.

Yours, very truly,

A. C. DAVIS, *General Ticket Agent.*

MORRIS AND ESSEX RAILROAD, OFFICE OF SUPT HOBOKEN, N. J.

WE have used the "Thomas Improved Baggage-Check" on our road over three years, during which time we have never lost a piece of baggage to which it was attached ; but, on the contrary, the baggage in every instance arrives at its place of





destination with unerring certainty. Not a groove on a check has been crushed, and every check is in use that we started with ; and so far as the expense of the cards is concerned, those we commenced with are yet in use, and, from appearances, likely to be for a long time, notwithstanding that many of them are kept in constant employment. We therefore feel satisfied that it is not only the best, the most perfect, but also the most economical, and certainly the safest and most reliable baggage-check in use.

S. SCHOCK, *Superintendent.*

MILWAUKEE AND ST. PAUL RAILWAY, GENERAL PASSENGER AGENT'S OFFICE.

G. F. THOMAS, ESQ., 90, 92, and 94 Grand St., New York.

DEAR SIR: After a full and thorough trial of your new and improved Baggage-Check, I am fully prepared to pronounce in-favor of it. Your check and system of checking are a perfect success.

Yours truly,

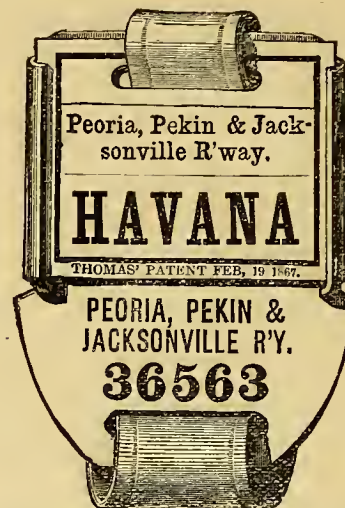
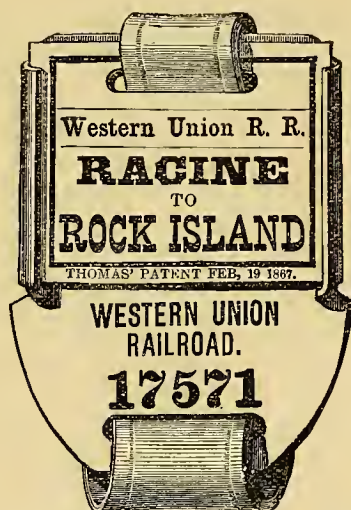
A. V. H. CARPENTER, *G. P. A.*



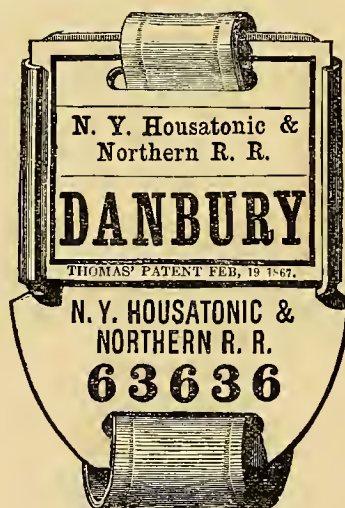
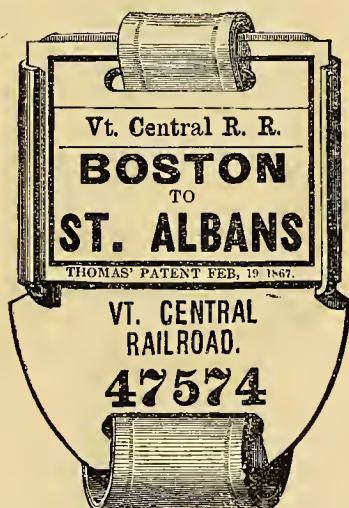
It is well known to all connected with the baggage department of the railways of the country, that, until the introduction of the "Thomas Patent Improved Safety Railway Baggage Check," there never was a safe and sure method of checking baggage; that the so-called systems and checks in use previous to its introduction were comprised in a hap-hazard way of doing things, and the baggage might or might not go through to its place of destination, just as it happened; but the introduction of the "Thomas Safety Check" checked all this uncertainty upon the several roads upon which it is in use, thus checking at once all this loose manner of doing business.

The fact is, that previous to the introduction of the "Thomas Baggage-Check" on the various





roads upon which it is in so successful operation, there was no perfect system of checking baggage; and the result was and is at this time, that those roads who still adhere to the old system are compelled to keep men employed to hunt up lost baggage. This is all obviated by the use of the Thomas Check, which fact is confirmed by every baggage-man on the roads upon which it is in use, as the check designates the station where the baggage is to be sent, and no other. If there can be any thing more simple, positive, and to the point, we would be pleased to hear of it. The officers of every road upon which this check is in practical operation, without a single exception, recommend it in the highest terms, and would as soon think of returning to the old flat rail as to return to the old style of checking



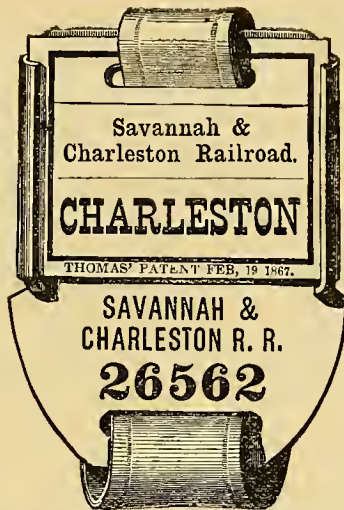
baggage. That this check positively combines the virtues of all other checks, together with improvements possessed by no other, is demonstrated daily, and is consequently incontrovertible; the progress of the age requires that a more perfect system of checking baggage should be universally adopted, and the "Thomas Safety Check" is the only check which answers the purpose.

ALBANY AND SUSQUEHANNA RAILROAD, GENERAL TICKET OFFICE, ALBANY, N. Y., Oct. 26, 1868.

G. F. THOMAS, ESQ., NEW YORK:

DEAR SIR: The "Thomas Patent Baggage Check" has been in use on our road and its *fourteen stage routes* nearly three years, and during that time, it affords me much pleasure to be able to say that we have not lost a piece of baggage, nor has any gone astray that bore your checks. The station direction-cards have neither torn nor got out of place in the brass check;

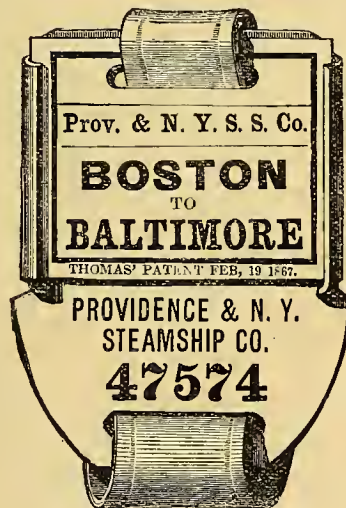




and never in a single instance have any of the grooves in the checks been crushed so as to prevent the passage of the station direction-tickets in and out of their proper place. The check is so perfect and simple in its operation that our baggage-men would be very unwilling to return to the old style of check. In reference to economy, there is no other system of checking baggage which can compare with it; the groove in the check protects the paper station-card and prevents anything from coming in contact with it, so of course there is but little or no wear to it, and all the station tickets that we require will be for the new stations. Taking all things into consideration, a more perfect, satisfactory, and economical system of checking baggage has never before been brought to the attention of the railroad and traveling community; and experience has convinced me that the check is only to be known to be fully appreciated by the officers of the various roads.

Yours respectfully,

S. E. MAYO, *General Ticket Agent.*



E. ST. JOHN, Esq., *G. T. A. of the Chicago, Rock Island and Pacific Railroad*, says:

"We do not hesitate to recommend the 'Thomas Patent Safety Baggage-Check' to all railroad companies in want of a safe, sure, and reliable baggage-check."

WESTERN UNION RAILROAD, GENERAL SUPERINTENDENT'S OFFICE, }  
RACINE, WISCONSIN, May 23, 1870. }

G. F. THOMAS, Esq., 90, 92, and 94 Grand Street, New York:

DEAR SIR: I am very much pleased with the working of your Patent Safety Baggage-Check, and consider it the best check in use.

Respectfully yours,

D. A. OLIN, *General Superintendent.*

GEORGE A. STONE, Esq., *Agent Vermont and Canada Railroad*, says:

"The 'Thomas Safety Baggage-Check' is in use on our roads, and gives the best of satisfaction. Enclosed please find list for additional station-cards, to which you will please give your immediate attention. We have made arrangements to use the check on our through business."

FREDERICK M. MEAD, Esq., *Supt. of the New York, Housatonic and Northern Railroad*, says :  
 " We are much pleased with the working of the ' Thomas Safety Patent Railroad Baggage-Check. ' "

SUPERINTENDENT'S OFFICE, SAVANNAH AND CHARLESTON RAILROAD COMPANY, }  
 CHARLESTON, May 27, 1870. }

G. F. THOMAS, Esq., NEW YORK :

DEAR SIR : During the time your Safety Baggage-Check has been in use it has given entire satisfaction. When prepared to order additional checks, your's will certainly have the preference.

Very respectfully,

C. S. GADSDEN, *Eng. and Supt.*

JAMES M. WHITE, Esq., *Train-Master of the Central Railroad of Georgia*, says :

" We are much pleased with the ' Thomas Patent Safety Baggage-Check. ' They are just the check required by railroad companies, as they can be prepared in advance, or changed in a moment, for any station, and *a very small number of brass checks does the work of many.* There is not the least doubt but that it will in time take the place of all other baggage-checks now in use."

ATLANTIC AND GULF RAILROAD COMPANY, }  
 GENERAL SUPERINTENDENT'S OFFICE, SAVANNAH, April 14, 1870. }

G. F. THOMAS, Esq., 90, 92, and 94 Grand Street, New York :

DEAR SIR : The " Thomas Safety Baggage-Checks " are in full operation on our road, and are giving great satisfaction. With the opening of our new line to Atlanta, we shall extend their use in that direction.

Yours very truly,

H. S. HAINES, *General Superintendent.*

Z. WILLIAMS, Esq., *of the Providence and New York Steamship Company*, says :

" From the experience we have had with the ' Thomas Patent Safety Baggage-Check, ' we cheerfully recommend them to general favor."

## PRICE-LIST.

Brass Check and Duplicate, price.....	\$25.00	per	100
Japanese Station Card, printed on one side.....	7.00	"	1,000
" " " " two sides.....	8.00	"	1,000
Extra Fine Thick Station Card, Colored, printed on one side.....	3.50	"	1,000
" " " " " " two sides.....	4.50	"	1,000
Common Paper Station Card, White, printed on one side.....	1.50	"	1,000
" " " " " " two sides.....	2.50	"	1,000
Walnut Cases, for from 30 to 40 different Cards.....	6.00	each.	
" " " 40 " 60 " " .....	8.00	"	
" " " 60 " 80 " " .....	10.00	"	
" " " 80 " 100 " " .....	12.00	"	
" " " 100 " 150 " " .....	15.00	"	

Not less than one thousand cards are printed for any one Station.

We will engage to introduce the " Thomas Safety Check " upon any road or system of roads and ensure its accurate working.

AS A

## "THROUGH CHECK"

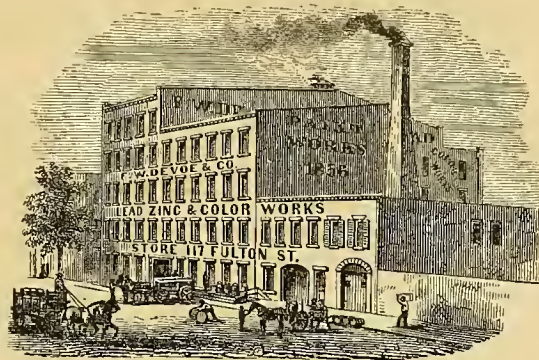
we guarantee its perfect working, uniform certainty and reliability.

Perfectly simple, it does not require the least change by any road of its manner of conducting the business already adopted. It fits itself admirably to any system ; where there is no system it will systematize.

All information in reference to the " Thomas Safety Baggage-Check " will be cheerfully furnished by addressing

G. F. THOMAS, 90, 92 and 94 Grand St., New York.





[Erected 1852.]

**F. W. DEVOE & CO.,**

117 Fulton and 44 Ann Streets, New York,

MANUFACTURERS OF

**White Lead, Zinc White,  
COLORS,**

AND

**VARNISHES.**

*F. W. Devoe & Co. received Prize Medals from the American Institute, New York, and the Massachusetts C. M. Association, Boston, at the Exhibitions in the Fall of 1869,*

FOR THEIR MANUFACTURES OF

CHROME GREEN,  
CHROME YELLOW,  
VERMILION,



PRUSSIAN BLUE,  
UMBER,  
SIENNA,

**PARK LAWN GREEN, PERSIAN SCARLET,  
COLORS IN OIL and VARNISH.**

**EXTRACT FROM REPORT:**

*"The Colors made and exhibited by this firm are very fine and strong, especially the Chrome Green, Orange Chrome, Deep Yellow and Vermilion. The Committee take pleasure, in view of the superiority of these Colors, in recommending a Silver Medal."*

SOLE MANUFACTURERS OF

**F. W. Devoe & Co.'s Artisan Graining Colors.**

Prepared in Oil, and ready for use.

FREDERICK W. DEVOE,  
JOHN ALSTON,  
JAMES F. DRUMMOND,  
FRED'K SAUNDERS, JR.,  
J. SEAYER PAGE.

PAINT FACTORY, . . . . . { 100, 102, 104, 106 and 108 Horatio Street.  
and 99, 101 and 103 Jane Street, New York.  
VARNISH WORKS, . . 112, 114 and 116 North Ninth St., Brooklyn, N.Y

# APPLETONS' JOURNAL

## PROSPECTUS FOR 1871.

*Appleton's Journal is Published Weekly, and consists of thirty-two pages, quarto, each number attractively Illustrated.*

ITS CONTENTS CONSIST OF  
**ILLUSTRATED PAPERS UPON THE VARIOUS SUBJECTS**  
THAT PERTAIN TO THE  
**PURSUITS AND RECREATIONS OF THE PEOPLE,**  
WHETHER OF TOWN OR COUNTRY;


Pictorial Descriptions of Famous Localities,  
BIOGRAPHICAL SKETCHES, WITH PORTRAITS, OF CELEBRITIES IN ART, LITERATURE, AND SCIENCE,  
*Illustrated Travels and Sketches of Adventure,*

ESSAYS UPON LITERARY AND SOCIAL TOPICS,

Entertaining Papers on the many subjects that enlist the sympathy or pique the curiosity of intelligent minds,

AND

**CHOICE FICTION,**  
IN THE FORM OF SERIAL NOVELS AND SHORT STORIES.

 *The Writers for APPLETONS' JOURNAL include many of the most distinguished names in American Literature.*

We are now publishing a series of Illustrated Papers, of great interest to every person in the country. They are issued under the general title of

## **PICTURESQUE AMERICA,**

and consist of a series of drawings, with accompanying descriptions, of the most unfamiliar and striking aspects of our country. They are the result of a personal search for the picturesque on the part of the artist, who for many months has traversed different sections of the country, for the purpose of securing a series of fresh, vivid, graphic, and thoroughly truthful delineations of American localities. These illustrations are of large size; they are engraved in the best manner known to the art, and they are printed on fine toned paper, in pages supplementary to the JOURNAL. No such series of American Illustrations has hitherto been published; they will form in time a superb gallery of American Landscapes.


Price of APPLETONS' JOURNAL, 10 cents per number, or \$4 per Annum, in advance.

SUBSCRIPTIONS RECEIVED FOR TWELVE OR SIX MONTHS.

*Any person procuring Five Yearly Subscriptions, and remitting \$20, will be entitled to a copy for one year gratis.*

The postage within the United States, for the JOURNAL, is twenty cents a year, payable yearly, semi-yearly, or quarterly, in advance, at the office where received. Subscriptions from Canada must be accompanied with twenty cents additional, to prepay United States postage.

The publication of the JOURNAL began April 3, 1869. Back Numbers can always be supplied. A new volume begins with No. 93, January 7, 1871.

 *APPLETONS' JOURNAL contains 25 per cent more reading-matter than the largest of the magazines published at the same price, and fifty per cent. more than many of them*

D. APPLETON & CO., Publishers, 90, 92, and 94 Grand Street, New York.





THE  
**Thomas Patent Safety Check Case.**

THE above engraving represents the Cases and Station Cards to be used in connection with the Thomas Patent Safety Check.

All information in reference to the Check will be cheerfully furnished by addressing

**G. F. THOMAS,**

*90, 92 and 94 Grand Street,*

**NEW YORK.**



# SCOVILL MANUFACTURING CO.



4 BEEKMAN STREET, NEW YORK.

MANUFACTURERS OF

SHEET & ROLL BRASS, BRASS & COPPER WIRE,  
GERMAN SILVER, COAL OIL BURNERS,

SILVER PLATED WARE & METAL, METAL LAMPS & TRIMMINGS,  
METAL BLANKS, CHECKS &c. CUT TO ORDER.

Metal Lasting & Fancy Dress Buttons

PARTICULAR ATTENTION GIVEN TO SPECIAL DESIGNS FOR  
RAILROAD CONDUCTORS, NAVAL, MILITARY, SCHOOL  
AND OTHER METAL BUTTONS.

MANUFACTURERS, IMPORTERS AND DEALERS IN EVERY DESCRIPTION OF

PHOTOGRAPHIC GOODS.

MANUFACTURERS OF JEROME'S CELEBRATED

CLOCKS

8 DAY & CALENDAR.

MANUFACTORIES  
WATERBURY, CONN.  
NEW HAVEN, CONN.  
NEW YORK.

AGENCIES  
4 BEEKMAN ST., NEW YORK,  
131 FEDERAL ST., BOSTON.  
105 RANDOLPH ST., CHICAGO.  
73 BOLD ST., LIVERPOOL, G. B.